

HEADQUARTERS STORAGE ALTERNATIVES

11 FEBRUARY 1982

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AN OFFICE OF LOGISTICS STUDY
of
HEADQUARTERS STORAGE ALTERNATIVES

Prepared By

Real Estate and Construction Division, OL

In Concert With

Logistics Services Division, OL
and
Supply Division, OL

With Input From

ODP/Admin Logistics
and
OC/DND Logistics

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HEADQUARTERS STORAGE ALTERNATIVES

1. Objective: The objective of this study is to identify a workable solution to the lack of storage space at Headquarters which manifests itself in corridors obstructed by material awaiting final disposition.

2. Background Information: The intent of Congress, when providing for a permanent residence for the Metropolitan Washington Area portion of the Agency, was to place the entire Agency in a new building on the Langley site. The ground floor was planned to house primarily the shops, storage, receiving, and various other housekeeping and support functions. Unfortunately, the level of funding ultimately provided made it necessary to reduce actual construction by such an amount that people were inserted into the ground floor of the new structure at the direct expense of the support facilities intended. To this day, problems still exist in areas where people are situated in areas served by heating, ventilating, and air-conditioning (HVAC) systems originally designed and installed to handle bulk storage or light industrial applications rather than people type loads. In theory, the use of warehouse facilities at the [] combined with management and freight handling methods would "meter" deliveries into the Headquarters Building at a rate that could be processed through the receiving dock and absorbed into the operation of

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the building either by direct delivery to the user or by temporary storage in the limited space assigned to Building Services Branch (BSB). Obviously, commodities such as paper, forms, and certain office equipment would be impractical to obtain on a daily or as needed basis. Similarly, there is a disposal requirement involving everything from unclassified trash to empty boxes, pallets, used furniture and even electronic or HVAC equipment which may or may not have useful service life remaining when removed from service. Not insignificant is the fact that materials in the halls belong to diverse Agency elements such as Office of Data Processing (ODP) computer equipment and cable, Office of Communications (OC) electronic equipment and cable, Office of Logistics (OL) special-use HVAC equipment, and other material such as GSA pipe, conduit, wire, HVAC equipment and miscellaneous material to be discarded. (See Attachment 13 for photographs of a typical situation.)

3. Problems: The present situation demonstrates the risk of imbalance between the input and withdrawal of various material to the Headquarters facility which can easily overfill both the receiving area and the BSB area and spill into the halls. []

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[] records indicate that from 23 July to 31 December 1981, shipments from [] to Headquarters averaged 249 items per work day with a mean weight of over 13,000 lbs., but which frequently varied from this amount by as much as 8,000 lbs. either way. This amount does not include other shipments which are delivered directly to Headquarters by vendors.

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Macromanagement of materials may be considered a solution to the problem without need for major construction; however, given the realities of competitive priorities as they occur, for this to work over a sustained period of time, specific personnel and equipment resources must be allocated against this problem with it as a primary function.

Interior building space, while avoiding complex material handling problems, is the most difficult to acquire and unless someone or something can be successfully eliminated or relocated outside the building is, almost by definition, not available.

Any space considered outside of the main building entails all the problems of the existing use of the facility STAT except for the actual road time involved per trip. Additionally, unless a loading dock is available at such a remote facility, the material handling problem will be even more complex and manpower intensive.

Any visible new construction on the compound will present the usual requirement to: (1) find suitable space, (2) obtain necessary internal approvals and funding, (3) obtain necessary external approvals (GSA, NCPC, Fine Arts, etc.), and (4) physically construct. Note: If a site which is "not visible" can be determined, the external approval process might be lessened or perhaps avoided. Even temporary type construction would certainly entail careful coordination and delicate handling to avoid an apparent breach of confidence with NCPC and local neighbors already sensitive to

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Agency construction plans.

Any new space acquired would, of course, have to be managed equally carefully to avoid becoming full of similar problem material to avoid early saturation and return to the present problem.

The GSA carpenter shop space in the south basement duct tunnel contains over 7,000 square feet of space which has been used primarily for storage of movable metal partitions and associated component parts. This material is typified by blank panels, door frames, doors, filler panels, etc., in considerable quantity. Additional material of this type is presently stored in the Headquarters garage covered parking area. Because of its age and source, it is doubtful that replacement parts can be obtained. Therefore, it has been the policy to hang onto this material for use when necessary to move, modify, or add on to such partitions throughout the building. A conscious decision to eliminate this type of future construction in the building with a correspondent understanding that standard drywall or metal studs would be used in the future would make most of this space available for other purposes. Unfortunately the location of this space is in a remote area of the basement. Its recovery and effective utilization would entail relocation of a short run of two chilled water pipes now creating a low headroom access problem. Moreover, it is so far from the loading dock that it would be of doubtful benefit for normal shipping and receiving functions. It would definitely have potential benefit for the next problem discussed.

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OC wishes to maintain a reasonable amount of material for its technicians to utilize on short notice. This material typically would be several reels of special multiconductor shielded communication type cable. This material is not of off-the-shelf availability because of its special NSA approved specification and is usually purchased in lots large enough for cable manufacturers to produce special orders. This type of material could easily be accommodated in the tunnel space discussed in the previous paragraph and such use would eliminate the kind of conditions presently existing in the basement at the intersection of Corridors E and F.

ODP has similar cable storage problems from time to time, plus large data processing equipment items either awaiting installation or, in the case of equipment being removed, disposal disposition or location elsewhere in the community. Although the cable could be stored in the tunnel space, the equipment is a special problem. In many cases it is delivered to be installed and checked out by the vendor. Any transshipment for temporary storage elsewhere might involve the Agency in liability for damage or at least allow the vendor to make that type of claim.

A shipment/storage problem common to both ODP and OC is in connection with paper stocks used by both the ODP printers and the Cable Secretariat. ODP uses approximately five pallets of Xerox and computer paper per week. OC uses several additional pallets.

Both users need the paper to be located near the printing areas and all of the paper must be in the building interior environment sufficiently long to "normalize" in terms of temperature and moisture content so that it will perform properly in the process of being printed.

OL has cognizance of material in the halls comprised of direct vendor deliveries of equipment or material for use or installation in spaces being reorganized, renovated, or physically altered. Some of this material is delivered with little or no advance notice by a common carrier and occasionally before the space or use intended is able to accommodate it because of completion of construction or implementation of a planned reorganization.

There is no insurmountable difficulty in providing increased frequency of Supply Division truck dockings at Headquarters except for the attendant need to provide appropriate shipping documentation for each item so that it is clearly designated to be disposed of, stored elsewhere for recall (where?), delivered to the desired addressee, etc.

Lastly, all space in Headquarters is expensive. Anything kept for any period of time must be worth more than the Standard Level User Charge (SLUC) cost to be cost effective on a square foot basis. If it constitutes a significant fire, egress, or esthetic liability it may not be cost effective at any price.

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4. Alternatives:

a. Manage the problem where possible. After an initial clean out of all unnecessary material, provide a trailer for BSB, Logistics Services Division (LSD), for regular return of PTI material to the [REDACTED] STAT
Improve the trash and debris removal by increasing pickup frequency and/or capacity of contract dumpsters and if necessary supplement with an Agency vehicle on an as needed basis. For receipt of furniture from the [REDACTED] STAT
operate on specific days with prior arrangement for sufficient manpower to complete positioning and cleanup on the same day. (See Attachment 14, memorandum from C/LSD.)

b. By patrolling the halls and working with logistics officers throughout the building get control of PTI property placed in the halls throughout the building and that property in excess to the immediate needs of offices other than LSD. (See Attachment 14.)

c. If a and b above cannot achieve an acceptable level of improvement, consider space alterations or acquisitions described on page 10 and discussed in Attachments 1 through 12.

5. Recommendations:

a. For the near term it is recommended that the recommendations of C/LSD contained in Attachment 14 be implemented relative to an immediate cleanup followed by closely scheduled deliveries from the

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b. Concurrent with the above, it is recommended that negotiations be conducted with GSA relative to the elimination of metal partitions parts storage with the aim of recovering the storage space and utilizing it for a staging area for material on hand but not ready for installation.

c. It is further recommended that a critical evaluation be made of all material taken out of active use such that only on rare occasions does it remain in the building and then only after a convincing case is made that the value of retention offsets the associated loss of space utilized. Toward this end it is proposed that a project to enhance trash removal to minimize the congestion at or adjacent to the dock space be devised.

d. It is further recommended that the present receiving area be enlarged by adoption of construction alternative #2 on page 10 for expansion into the 2,000 square feet of office space north of the loading dock and that present efforts to lease space outside of the Headquarters Building be adjusted to offset loss of this amount of office space.

e. Finally, it is recommended that serious consideration be given to development of construction alternative #3 on page 10 to acquire 10,500 square feet of storage space under the Printing and Photography Division (P&PD) Building. This space would be useful during construction of the new building and could accrue to P&PD after completion of the new building for any further development desired.

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No.	Alternative Description	Net Area	Site Work Cost	Construction Cost	Availability	Total Cost (incl. O&P, Design, & GSA Fees)	Total Cost Per Sq. Ft.
1	Expand into north truck bays	1,500	\$11,280	\$ 3,400	6-12 mo.	\$ 30,278	\$20.18
2	Expand into office space by north dock	2,000	1,000	2,484	3 mo.	7,186	3.60
3	Excavate P&PD basement	10,500	35,840	223,020	8-12 mo.	533,900	50.85
4	Enclose motor pool parking shelter	3,600	37,136	28,500	4-6 mo.	141,900	39.42
5	Pre-eng bldg. at north dock	5,000	37,190	75,250	5-7 mo.	232,031	46.40
6	Pre-eng bldg. at powerplant	5,000	37,350	77,270	5-7 mo.	236,568	47.32
7	Pre-eng bldg. at heliport	5,000	61,850	77,270	5-7 mo.	286,894	57.38
8	Pre-eng bldg. at [redacted]	5,000	37,270	75,250	5-7 mo.	232,031	46.40
9	Air bag at powerplant	7,200	45,500	54,360	6-8 mo.	206,044	28.62
10	Air bag at heliport	7,200	70,000	54,360	6-8 mo.	256,492	35.62
11	Air bag at [redacted]	7,200	45,420	54,360	6-8 mo.	205,592	28.56
12	[redacted]	3,780	1 year rent at \$5.50/sq. ft.	\$20,790	immed.	26,790	6.70

Note: See attachments as follows:

- 1 thru 4 for description of alteration-type alternatives, locations, and costs.
 5 thru 8 for description of pre-engineered buildings at various locations with costs.
 9 thru 11 for description of pre-engineered buildings at various locations with costs.
 12 for description of available warehouse space [redacted]

Alternatives

1. Extension of Loading Dock Receiving Area into the Truck Bays

The location of this extension area is the North Loading Dock truck bay. The idea is to extend the existing receiving area forward into the truck loading bay. This alternative would increase storage in the receiving area by 1,500 square feet. This alternative is highly desirable because of location, low construction cost, and the opportunity to correct the heat loss problem in the existing loading dock design.

Construction for this alternative would require a time delay of 6 to 18 months. This delay is necessary because of the requirement to relocate five utility systems under ground through the truck dock bays. After the utility systems are relocated, the existing loading dock would be enclosed with new exterior walls and air tight skirt system would be provided for the trucks. This also may involve modification of the exterior wall around the roll up doors. The two trash container compactor systems would be moved outside, and truck maneuverability would be limited but adequate in front of the loading dock area.

Advantages:

- *All utilities are already onsite.
- *Location at loading dock provides easy access.
- *Low cost of construction cost.
- *Reduce the heat loss and prevent pipe freezing.

Disadvantages:

- *Long construction time delay required to extend utility system.
- *Increase storage area size by only 1,500 square feet.
- *Two trash container and compactor systems would be exposed and unsightly.

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CONSTRUCTION ESTIMATE DATE PREPARED 05/08/02 : 01A-RDP86-01019R000100200001-2				OF	
PROJECT EXTENSION OF LOADING DOCK RECEIVING AREA INTO THE TRUCK BAYS				BASIS FOR ESTIMATE <input checked="" type="checkbox"/> CODE A (No design completed) <input type="checkbox"/> CODE B (Preliminary design) <input type="checkbox"/> CODE C (Final design) <input type="checkbox"/> OTHER (Specify) _____	
LOCATION NORTH LOADING DOCK					
ARCHITECT ENGINEER					
DRAWING NO.		ESTIMATOR ES		CHECKED BY	

SUMMARY	QUANTITY		LABOR		MATERIAL		TOTAL COST
	NO. UNITS	UNIT MEAS.	PER UNIT	TOTAL	PER UNIT	TOTAL	
POUR SLAB	1500	SF	3.5	5250		INCL	5250
LAY MASONRY WALL AND STUCCO	800	SF	3.5	2800	3.0	600	3400
4 TRUCK SKIRTS	4	EA	200	800	500	2000	2800
RELOCATE DOCK LEVEL	1	EA				2000	2000
FOOTING	200	SF	1.15	230		INCL	230
							\$13,680
UTILITIES (APPROXIMATED)							1,000
							\$14,680
O&P 25%							3,670
							18,350
20% CONTINGENCY							3,670
							22,020
10% DESIGN							2,202
							24,222
25% GSA FEES							6,055
TOTAL							\$30,278

2. Expanding North Loading Dock Storage Receiving Area Into Adjacent Offices

The location of these offices is on the right of the storage receiving area, and these offices are presently occupied by the offices of DDO/CMS/PEB and The feasibility of this location would be the best as far as cost, short time to reconstruct, and location (see drawing for details), but would require relocation of personnel.

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Type of construction for this alternative would involve the removal of approximately 75 feet of existing walls, drop ceiling, and floor tile. The new storage area would require installation of pallet storage racks to maximize room space. If this approach is taken, this would increase storage receiving area by 2,000 square feet.

Advantages:

- *All utilities are already onsite.
- *Short construction time required.
- *Location at loading dock provides easy access.
- *Low cost for construction.

Disadvantages:

- *Would require relocation of the office area and 30 employees.
- *Size of this storage area would only handle the excess material located on the ground floor.

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3. Excavating Printing and Photography Division Basement

Excavation of the basement under the South end of the Printing and Photography Building would provide 10,500 square feet of additional storage area for Headquarters Building storage. When the proposed new addition to the Headquarters Building is completed, it is presently planned to provide 10,000 square feet of storage for both old and new structures of Headquarters Building. When permanent storage space becomes available, the excavated basement of Printing and Photography Building could be utilized for printing and photography services as required.

This excavation alternative would involve cutting a hole in the West side of the basement wall, excavating approximately 1,200 cubic yards of soil, relocating three utility lines, underpinning the existing footings, extending the walls to the new footings, pouring a concrete floor, installing a rollup door at the loading dock, installing required utilities, constructing a new loading dock or installing a freight elevator, grading the service road to the new loading dock and placing drain tile around the basement wall.

Advantages:

- *Correct steep grading problem at existing loading dock of Printing and Photography Building.
- *Would provide future additional space for printing and Photography service.
- *No zoning approval required for this type of construction.
- *No visual impact on the environment.
- *Short construction time.

Disadvantages:

*Extra handling of supply.

*Additional trucking of supply.

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CONSTRUCTION COST ESTIMATE

DATE PREPARED

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OF

PROJECT

EXCAVATING OF PADD BUILDING

LOCATION

PRINTING AND PHOTOGRAPHY BLDG

ARCHITECT ENGINEER

BASIS FOR ESTIMATE

- ☒ CODE A (No design completed)
☐ CODE B (Preliminary design)
☐ CODE C (Final design)
☐ OTHER (Specify)

DRAWING NO.

ESTIMATOR

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SUMMARY	QUANTITY		LABOR		MATERIAL		TOTAL COST
	NO. UNITS	UNIT MEAS.	PER UNIT	TOTAL	PER UNIT	TOTAL	
CUT WEST WALL	1						3,000
RELOCATE SEC. FENCE							3,000
CONSTRUCT TEMP. ROAD TO WALL							5,000
NEW CONDUIT, POWER TEL., DEMOL OLD SYST							16,100
EXCAVATE INTERIOR EXCAV. FOR UNDERPINNING							46,300
EXCAV. DRAINTILE							5,800
CONST. CONCRETE							5,400
UND. PINNING, FORMS, REF							51,500
SPRINKLER SYST							9,700
INSTALL DRAINTILE							3,800
RELOCATE WATER AND DRAIN LINES							9,500
CONSTRUCT CONC FL GRAVEL, DAMPROOFING							20,200
REINF STEEL, CONCRETE							
CONSTRUCT STAIRS AND LANDING							5,600
							184,900
40% INFLATION (1978)							73,960
25% O&P							64,715
							323,575
20% CONTINGENCY							64,715
							388,290
10% DESIGN							38,929
							427,120
25% GSA FEES							106,780
TOTAL							\$533,900

4. Enclosure of Part of the Existing Motor Pool Parking Shelter on the Headquarters Compound

The middle of the three shelters shows to be the most feasible and accessible (See drawing). The East end of the middle shelter has a ceiling height of approximately 11 to 12 feet, one to two feet higher than the West end, 125 feet away. A truck service will be necessary to transport equipment and or supplies between the enclosed parking shelter and the Headquarters loading dock. A ground to truck scissor dock leveler should be provided in order to accommodate shifting pallets between storage area and truck. The basic construction should consist of excavating existing asphalt, laying footing and slab, building a masonry wall covered with stucco, and installing a roll-up door. Each of three of the parking shelters can be divided into three areas of 1,800 square feet without interference from supporting columns. For each 1,800 square foot required for storage, there will be a loss of ten parking spaces.

Advantages:

- *Minimal cost.
- *Short time to construct.
- *Electrical and telephone lines nearby.

Disadvantages:

- *Loss of Motor Pool parking spaces.
- *Expense of loading dock or scissor dock leveler.
- *Distance to travel.

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CONSTRUCTION COST ESTIMATE

DATE PREPARED

11/19/82

SHEET

OF

PROJECT

ENCLOSURE OF PARKING SHELTER

LOCATION

MOTOR POOL AT HDQTRS

ARCHITECT ENGINEER

BASIS FOR ESTIMATE

☒ CODE A (No design completed)☐ CODE B (Preliminary design)☐ CODE C (Final design)☐ OTHER (Specify)

DRAWING NO.

ESTIMATOR

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SUMMARY	QUANTITY		LABOR		MATERIAL		TOTAL COST
	NO. UNITS	UNIT MEAS.	PER UNIT	TOTAL	PER UNIT	TOTAL	
3600 sq ft. (FLOOR AREA)							
EXCAVATE	3600	SF	1.00	3600		INCL	3600
POUR FOOTINGS	240	LF	1.15	276		INCL	276
POUR SLAB	3600	SF	3.5	12,600		INCL	12,600
LAY MASONRY WALL AND STUCCO	3000	SF	3.50	10,500	3.00	9000	19,500
INSTALL ROLL-UP DOOR	1	EA	620	620	300	300	920
HEATING + VENT	3600	SF	.80	2880		INCL	2880
SPRINKLER SYST	3600	SF	1.5	5400		INCL	5400
DOCK LEVELER	1	EA					4500
UTILITIES:							
SERVICE + DIST	3600	S.F.	.5	1800		INCL	1800
ELECTRICAL	3600	S.F.	2	7200		"	7200
SEWAGE	10	L.F.	12	120		"	120
WATER	180	L.F.	7	1260		"	1260
TELEPHONE							
SPRINKLER LINE	180	LF	7	1260		INCL	1260
STEAM LINE	600	LF	12	7200		"	7200
							\$ 68,900
25% O+P							17,200
							86,000
20% CONT.							17,200
							103,200
10% DESIGN							10,320
							113,520
25% GSA FEE							28,380
TOTAL							141,900

5. Erection of Pre-Engineered Buildings at Several Locations

Possible locations include power plant compound,

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area next to North Loading Dock and near heliport (see attached drawings). Pre-engineered buildings would be able to accommodate any size. Construction of building near North Loading Dock would include excavating existing asphalt, pouring footing and slab, erection of pre-fabricated steel framing, covering framing with pre-cast white concrete walls and installing a roll-up door. The white concrete should match the exterior of the Headquarters Buildings. The unattached pre-engineered building would require ground to dock scissor dock leveler. Depending on the orientation of the building, the terrain may allow for a loading dock.

The pre-engineered building built on the power plant compound is another possible location. Construction would include pouring footing and slab, erecting steel framing, install roll-up door, and cover framing with pre-cast white concrete walls. A loading dock or ground to truck scissor dock leveler would be needed in the vicinity to accommodate height difference between ground and storage area. The pre-engineered building located near the heliport area would need the same requirements as the power plant compound pre-engineered building. However, the distance is greater between storage area and loading dock, thus increasing

STAT cost for utilities. Erecting another pre-engineered building
at the [] is also an alternative. The construction
would be similar to that of the existing pre-engineered buildings.
Perhaps these buildings could be larger than the forementioned
at Headquarters compound to allow for future expansion of []
STAT [] storage space.

Advantages:

- *Lower cost.
- *Temporary
- *Short time to erect.

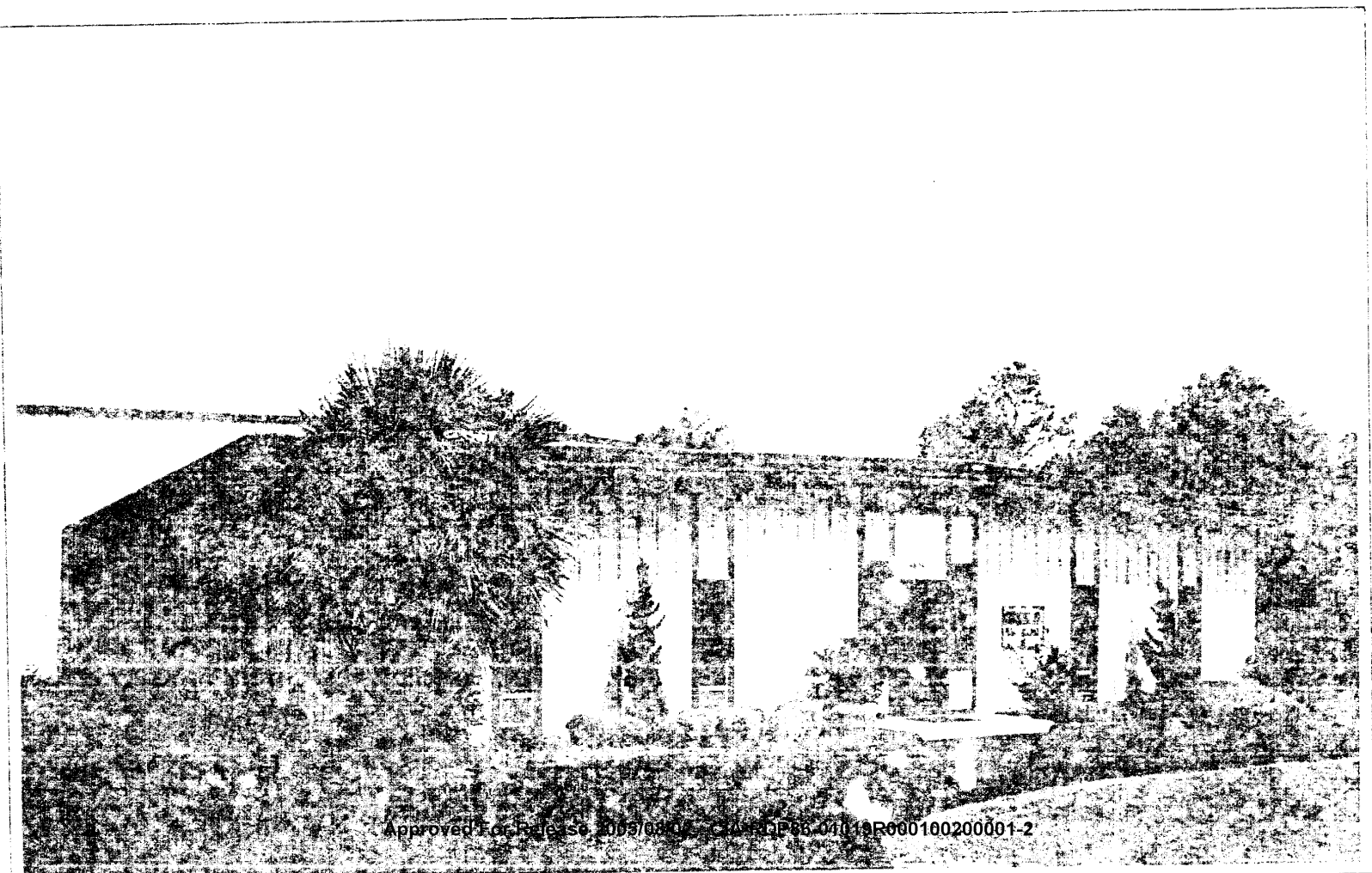
Disadvantages:

- *Extension of utilities to building required.
- *Appearance
- *Distance between storage and loading dock.

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BUTLER WBF-II

an economical straight-column building system.



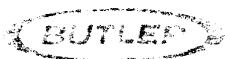
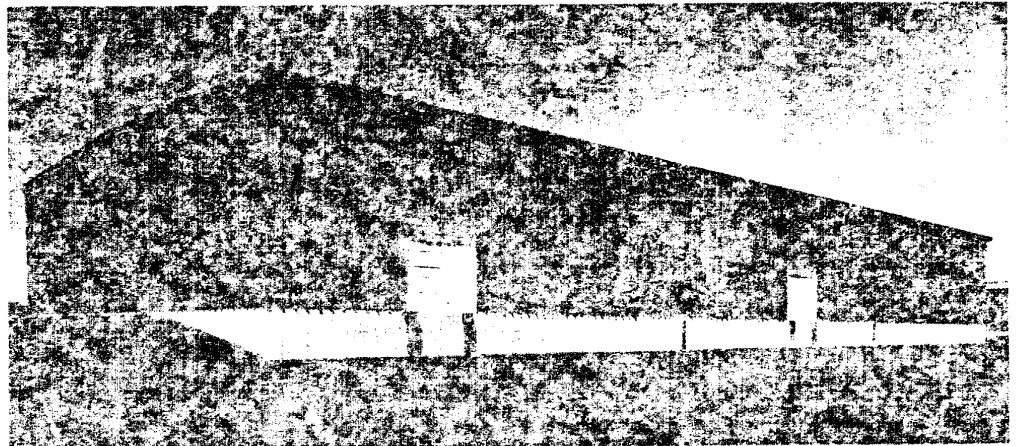
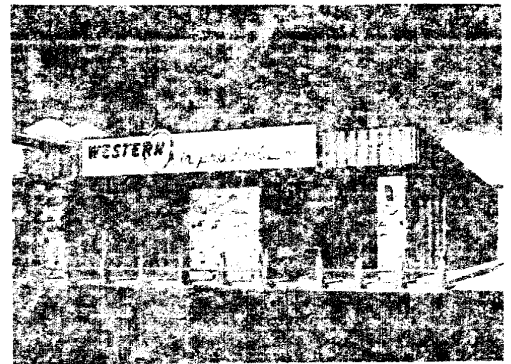
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Your independent Butler Builder specializes in the construction of all Butler Building Systems. He offers local construction experience and single-source responsibility for many phases of your building project. He'll be able to answer any questions you may have about your next building.

WARRANTIES

Your Butler Builder can provide full details about material and workmanship warranties and weather-tightness endorsements available with Butler products. Butlerb II and MR-24 roof systems have U.L. Class 90 wind uplift ratings for insurance savings in many states.



Butler Manufacturing Company
BMA Tower, Penn Valley Park
Post Office Box 917
Kansas City, Missouri 64141

JACK DAYS, INC.

P.O. BOX 1017 DIAL 1-800-356-2600
McLEAN, VIRGINIA 22101

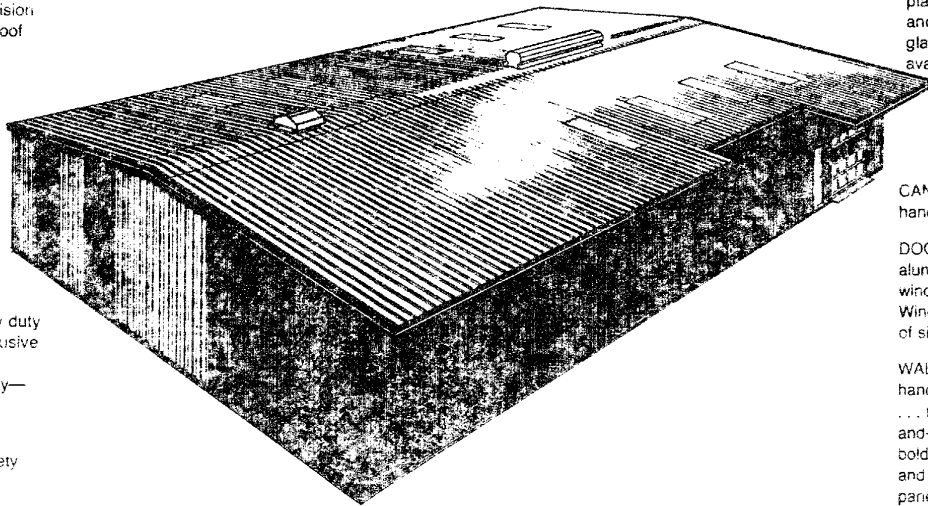
A WIDESPAN BUILDING

FIELD INSULATION FOR BUTLERB II—Options range from four mil vinyl facings and fiberglass blanket to exclusive Butler 25.

RIDGE PANELS—Ridge panels are precision formed in one piece to meet and match roof panels on both sides.

FASTENERS—Options range from heavy duty Scruballs and sheet metal screws to exclusive Butler Lock-Rivets—the most positive connections available in the industry today—complete with building-color-matching cover caps.

METAL AND COLOR FINISHES—A variety of materials is available. Standard color finish is the superior Butler-Tone[®] with proven performance. Other finishes are available. Compare Butler finishes and warranties with those of other companies before you judge all color finishes equal.



VENTILATORS — Low-profile, continuous ridge-type or individual ventilators are available.

SKYLIGHTS — Lite•Pan[®] units, translucent plastic panels, fit neatly into Butler roof systems and offer natural lighting with controlled solar glare. Insulated Lite•Pan units are also available to help control building heat loss.

CANOPIES—Canopies are available for handsome and functional roof projections.

DOORS AND WINDOWS—Custom quality aluminum or factory-finished steel doors and windows are available as complete units. Windows and doors are available in a variety of sizes and types.

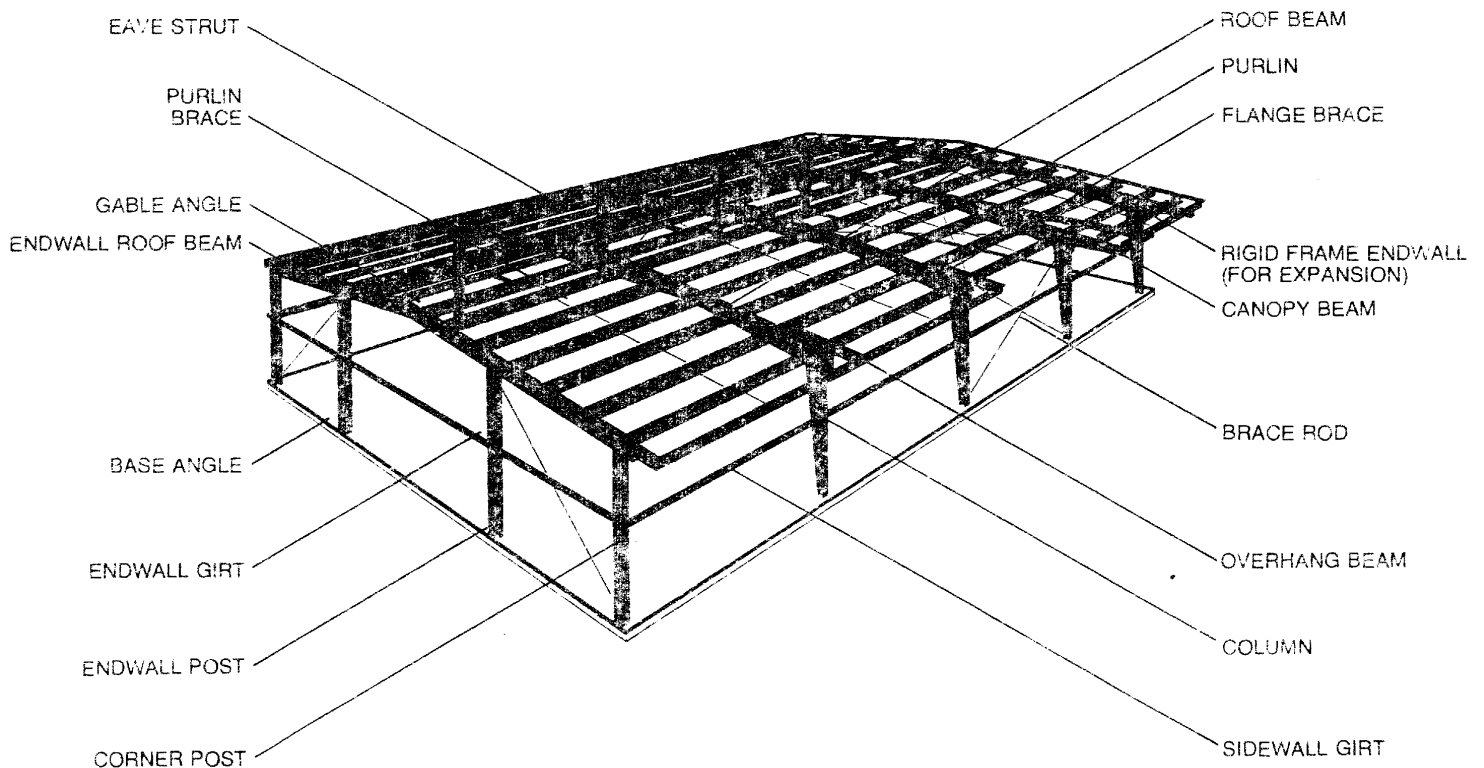
WALL SYSTEMS—Options range from handsome, single skin, galvanized steel panels . . . to factory insulated, interlocking tongue-and-groove panels . . . to large expanses of boldly trimmed glass . . . or even colorful and distinctive rock or stone aggregate panels.

ROOF SYSTEMS — Options range from "Industry Standard" unpunched panels to exclusive prepunched, single-skin panels . . . to factory-insulated panels . . . to the finest roof protection available in the industry today — the MR-24 double lock, standing-seam roof system.

THE BASIC COMPONENTS AND ACCESSORIES OF

All of the Widespan structural systems use the same engineering standards and conform to those of the American Institute of Steel Construction and the American Iron and Steel Institute. And, registered engineers and computer

calculations coupled with carefully controlled production methods assure uniformity and predictable strength and performance. Widespan systems may be designed and fabricated to conform to specific national, state or local codes.



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CONSTRUCTION COST ESTIMATE					DATE PREPARED 11/20/87		SHEET OF	
PROJECT ERECTING BUTLER BLDG.					BASIS FOR ESTIMATE <input checked="" type="checkbox"/> CODE A (No design completed) <input type="checkbox"/> CODE B (Preliminary design) <input type="checkbox"/> CODE C (Final design) <input type="checkbox"/> OTHER (Specify) _____			
LOCATION NORTH LOADING DOCK								
ARCHITECT ENGINEER								
DRAWING NO.			ESTIMATOR SM			CHECKED BY		

	SUMMARY	QUANTITY		LABOR		MATERIAL		TOTAL COST
		NO. UNITS	UNIT MEAS.	PER UNIT	TOTAL	PER UNIT	TOTAL	
1	EXCAVATE	5000	SF	1.00	5000		INCL	5000
2	POUR FOOTING	200	SF	2.50	500		INCL	500
3	POUR SLAB	5000	SF	3.50	17,500		INCL	17,500
4	SHIPPING	1	EA	450	450		INCL	450
5	ERECT BUILDING	5000	SF	4	20,000	8	40,000	60,000
								83,450
	HEATING + VENT	5000	SF	.8	4000		INCL	4000
	DOCK LEVEL	1	EA					4500
	UTILITIES							
	SERV + DIST (ELEC)	5000	SF	.5	2500		INCL	2500
	ELECTRICAL	5000	S.F	2	10,000		INCL	10,000
	SPRINKLER (W/L)	180	L.F	7	1,260		INCL	1,260
	STEAM LINE	40	L.F	12	480		INCL	480
	SPRINKLER SYST	5000	SF	1.25	6250		INCL	6250
								\$112,500
	25% O+P							28,125
								140,625
	20% CONT.							28,125
								168,750
	10% DESIGN							16,875
								185,625
	25% GSA FEES							46,407
	TOTAL							\$232,031

STAT

Approved For Release 2005/08/02 : CIA-RDP86-01019R000100200001-2

Approved For Release 2005/08/02 : CIA-RDP86-01019R000100200001-2

CONSTRUCTION COST ESTIMATE				DATE PREPARED		SHEET OF	
PROJECT ERECTING BUTLER BUILDING					BASIS FOR ESTIMATE <input checked="" type="checkbox"/> CODE A (No design completed) <input type="checkbox"/> CODE B (Preliminary design) <input type="checkbox"/> CODE C (Final design) <input type="checkbox"/> OTHER (Specify)		
LOCATION POWER PLANT COMPOUND (P.P.C.)							
ARCHITECT ENGINEER							
DRAWING NO.		ESTIMATOR SM			CHECKED BY		
SUMMARY	QUANTITY		LABOR		MATERIAL		TOTAL COST
	NO. UNITS	UNIT MEAS.	PER UNIT	TOTAL	PER UNIT	TOTAL	
ITEMS 1-5 SAME AS "LOADING DOCK" (SH-2)							83,450
HEATING + VENT	5000	SF	.80	4000			4,000
UTILITIES							
SERV + DIST	5000	S.F.	.5	2500		INCL	2500
ELECTRICAL	"	"	2	10,000		"	10,000
SEWAGE LINE	50	L.F.	12	600		"	600
WATER LINE	50	L.F.	7	350		"	350
TELEPHONE							
SPRINKLER (W.L.)	50	L.F.	7	350		"	350
STEAM LINE	50	L.F.	12	600		"	600
SPRINKLER SYST.	5000	S.F.	1.25	6250		"	6250
DOCK LEVELER	1	EA					4500
SMALL MANAGEMENT ROOM	360	SF.	2	720	1.5	540	1260
WALLS							
DOOR	1	EA		100		300	400
CIELING	120	SF.	2	240	1	120	360
							114,700
25% O+P							28,675
							143,375
20% CONT.							28,675
							172,050
10% DESIGN							17,205
							189,255
25% GSA FEES							47,313
							236,568

STAT

Approved For Release 2005/08/02 : CIA-RDP86-01019R000100200001-2

Approved For Release 2005/08/02 : CIA-RDP86-01019R000100200001-2

CONSTRUCTION COST ESTIMATE				DATE PREPARED		SHEET OF	
PROJECT ERECT BUTLER BLDG.				BASIS FOR ESTIMATE			
LOCATION HELIPORT AREA				<input checked="" type="checkbox"/> CODE A (No design completed) <input type="checkbox"/> CODE B (Preliminary design) <input type="checkbox"/> CODE C (Final design) <input type="checkbox"/> OTHER (Specify)			
ARCHITECT ENGINEER							
DRAWING NO.		ESTIMATOR SM		CHECKED BY			
SUMMARY	QUANTITY		LABOR		MATERIAL		TOTAL COST
	NO. UNITS	UNIT MEAS.	PER UNIT	TOTAL	PER UNIT	TOTAL	
ITEMS 1-5 SAME AS "LOADING DOCK" (SH-2)							83,450
SPRINKLER SYST	5000	S.F.	1.25	6250		INCL	6250
UTILITIES							
SERV + DIST	5000	S.F.	.5	2500		INCL	2500
ELECTRICAL	"	"	2	10,000		"	10,000
SEWAGE LINE	800	L.F.	14	11,200		"	11,200
WATER LINE	400	"	7	2800		"	2,800
TELEPHONE							
SPRINKLER LINE	400	"	7	2800		"	2,800
STEAM LINE	800	"	12	9600		"	9,600
HEATING + VENT	5000	S.F.	.80	4000		INCL	4000
SMALL MNGMT ROOM (SEE P.P.C)							2020
DOCK LEVEL	1	EA					4500
							139,100
25% O+P							34,775
							173,875
20% CONT							34,775
							208,650
10% DESIGN							20,865
							229,515
25% GSA FEE							57,379
TOTAL							286,894

STAT

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[illegible]

9. Large Harnessed Air Bags Manufactured by Air-Tech Industries

Air bags may be located on power plant compound, area near heliport at Headquarters or [REDACTED] in the same places as the pre-engineered buildings. The floor area of the air bags varies from 7,200 square feet to 60,000 square feet with a parabolic shape profile. Construction of an air bag is the assembly of the kit and pouring footing and foundation. The kit is basically composed of a hard rolled vinyl finish on a polyester fabric used as the covering, and a high tenacity vinyl coated aircraft cable used as the harness. A loading dock with roll-up door located at the end of the air-tech bag is quite feasible. Heating and air conditioning can be installed.

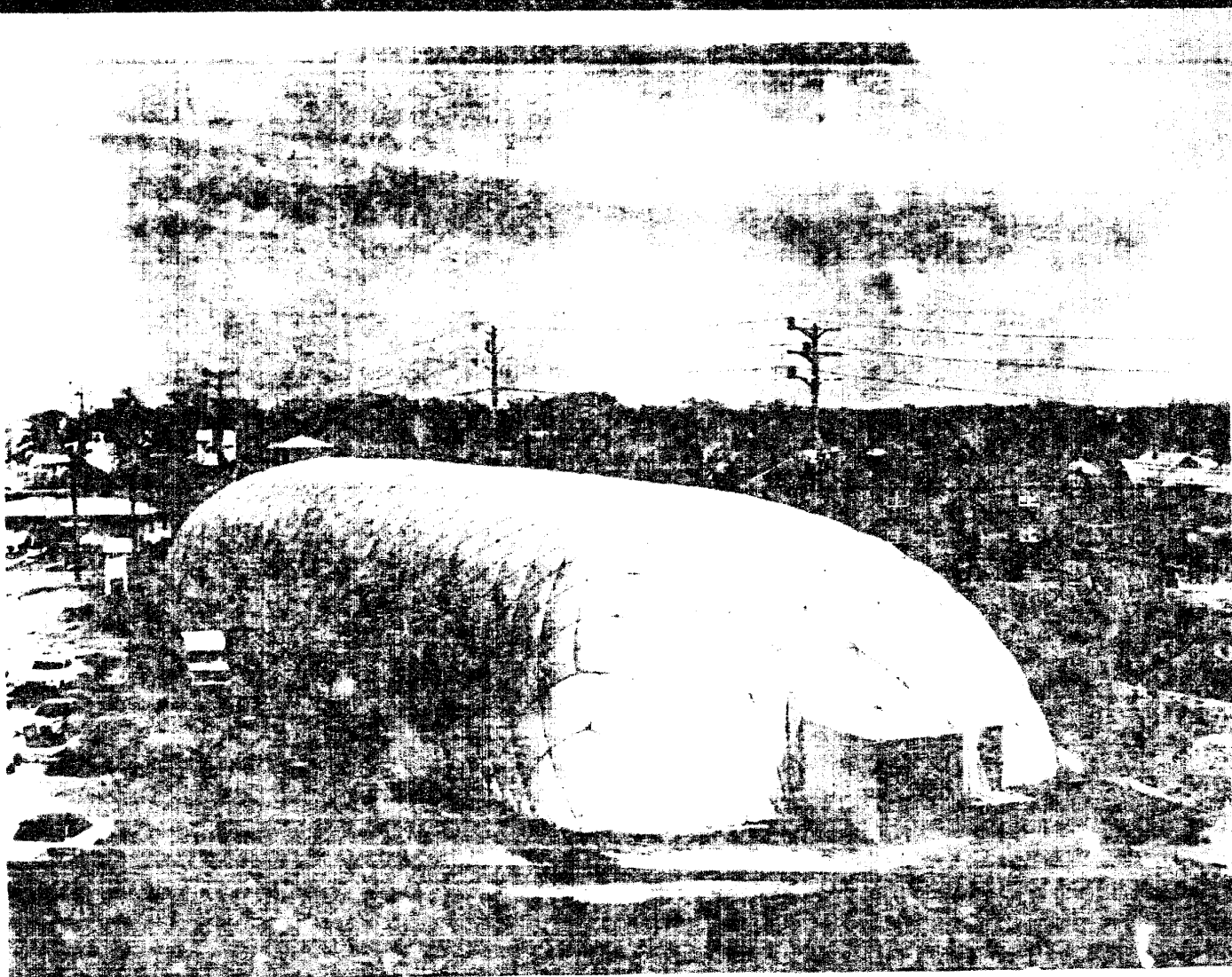
STAT

Advantages:

- *Quick erection.
- *Minimal cost.
- *Translucent

Disadvantages:

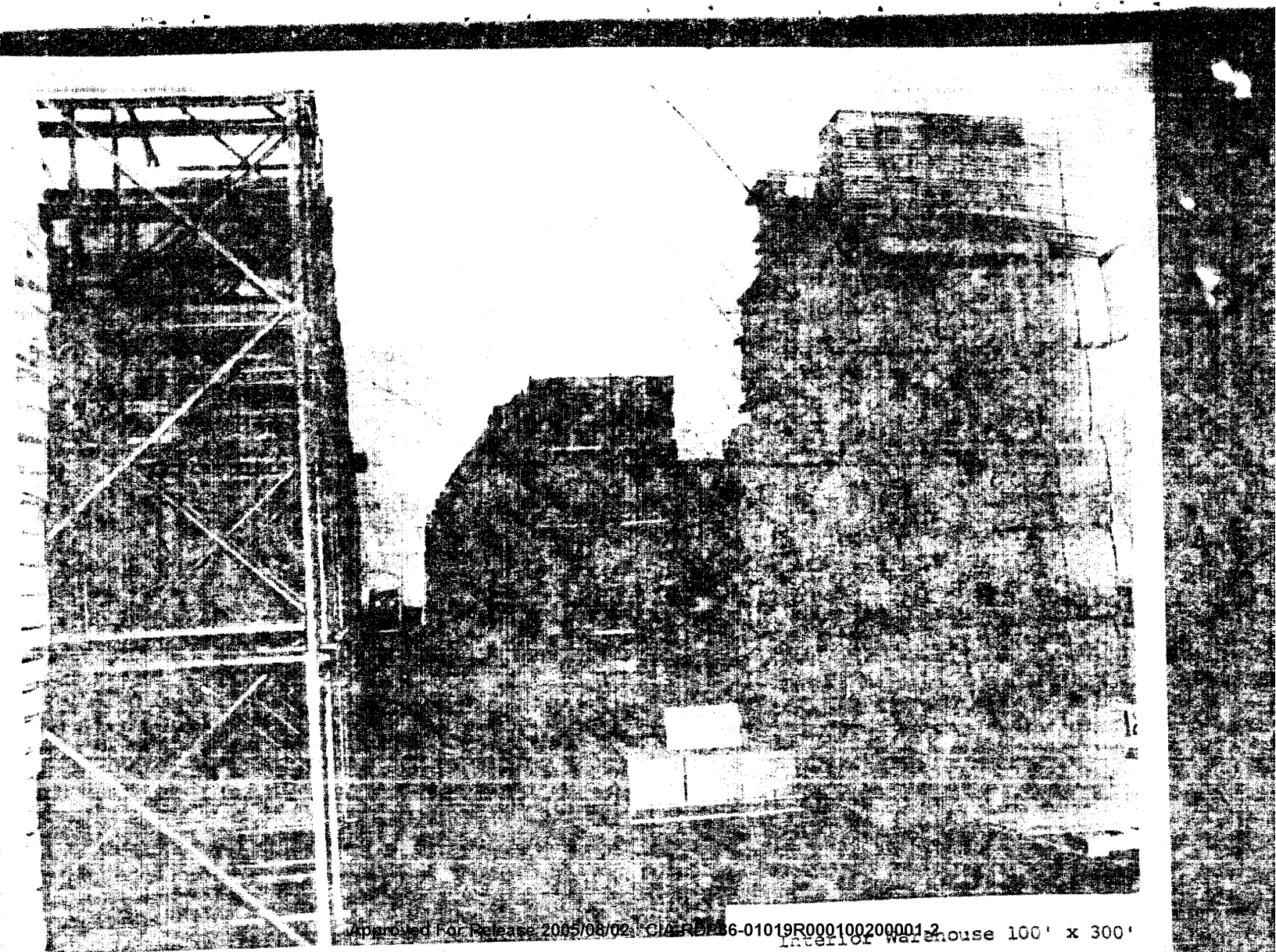
- *Appearance
- *Installation of utilities needed.
- *Distance to travel.



Approved For Release 2005/08/02 : CIA-RDP86-01019R000100260002-2
ted Structure with
Harness System Installed



Approved For Release 2001/06/01 : CIA-RDP85-03001R000200060-2



Approved For Release 2005/06/02 : CIA-RDP86-01019R0001000200001-2

Interior Warehouse 100' x 300'
Rack Storage

CONSTRUCTION COST ESTIMATE

DATE PREPARED

SHEET OF

PROJECT

AIR-TECH INDUSTRIES AIR-BAGS

LOCATION

POWER PLANT COMPOUND (P.P.C.)

ARCHITECT ENGINEER

BASIS FOR ESTIMATE

- ☒ CODE A (No design completed)
☐ CODE B (Preliminary design)
☐ CODE C (Final design)
☐ OTHER (Specify)

DRAWING NO.

ESTIMATOR

SM

CHECKED BY

60' X 120' AREA

SUMMARY

QUANTITY

NO.
UNITS

UNIT
MEAS.

PER
UNIT

LABOR

TOTAL

MATERIAL

PER
UNIT

TOTAL

TOTAL
COST

1	EXCAVATE	7200	S.F.	1.00	7200		INCL	7200
2	POUR FOOTING	360	S.F.	2.5	900		"	900
3	POUR SLAB	7200	S.F.	3.5			"	25,200
4	SHIPPING	1	EA		500		"	500
5	ERECT AIR BAG	7200	S.F.	5.75	41,400		INCL	41,400
6	HEATING & VENT	7200	S.F.	40	288,000			288,000

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Basis for Estimate

☒ CODE A (No design completed)

☐ CODE B (Preliminary design)

☐ CODE C (Final design)

☐ OTHER (Specify) _____

CHECKED BY

60' x 120' AREA

MATERIAL

TOTAL

TOTAL
COST

85,460

(514-6)

38,900

BUTLER BUILDING

AT HELIPORT

AREA (SH-4)

124,360

25% O+P

31,090

155,450

20% CONT.

31,090

186,540

10% DESIGN

18,654

205,194

25% GSA FEES

51,298

TOTAL

256, 492

CONSTRUCTION ESTIMATE 2005/08/02 : DATE PREPARED 19R000100200001-2

PROJECT AIR TECH INDUSTRIES AIR-BAG					BASIS FOR ESTIMATE		
ARCHITECT ENGINEER					<input checked="" type="checkbox"/> CODE A (No design completed) <input type="checkbox"/> CODE B (Preliminary design) <input type="checkbox"/> CODE C (Final design) <input type="checkbox"/> OTHER (Specify)		
DRAWING NO.		ESTIMATOR SM			CHECKED BY		
60' x 120'		SUMMARY		QUANTITY	LABOR		MATERIAL
		NO. UNITS	UNIT MEAS.	PER UNIT	TOTAL	PER UNIT	TOTAL
ITEMS 1-7							85,460
SAME AS P.P.C							
(SH-6)							
UTILITIES							14,320
APPROXIMATED							
BY PREVIOUS EST							
DUE TO LACK OF							
DATA							
							\$ 99,800
25% O+P							24,950
							124,750
20% CONT.							24,950
							149,700
10% DESIGN							14,970
							164,670
25% GSA FEES							41,122
TOTAL							205,592

12. Available Warehouse Space on

STAT

There is a 3,780 square foot warehouse available as of 12 January 1982. The room size is approximately 68 feet by 56 feet with 17 foot ceilings and drive-in bay. The room also includes existing utilities of two gas heaters, electricity, water, hot water heater, and sewage. The distribution panel consists of a 100 ampere main and 10 lower ampere circuit breakers. Service will have to be provided for shipping supplies to and from Headquarters loading, approximately seven miles away. Either a loading dock or a ground to truck scissor dock leveler will be necessary.

Advantages:

- *Available immediately.
- *Utilities exist.
- *High ceilings for storage racks.

Disadvantages:

- *Seven miles to travel.
- *Expense of loading dock or scissor dock leveler.

STAT

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CONSTRUCTION COST ESTIMATE

Approved For Release 2005/08/02 : CIA-RDP86-01019R000100200001-2

DATE PREPARED

OF

PROJECT

UTILIZATION OF WAREHOUSE

BASIS FOR ESTIMATE

LOC

ARCHITECT ENGINEER

☒ CODE A (No design completed)

☐ CODE B (Preliminary design)

☐ CODE C (Final design)

☐ OTHER (Specify)

DRAWING NO.

ESTIMATOR

SM

CHECKED BY

RENT

SUMMARY

QUANTITY

NO.
UNITS

UNIT
MEAS.

PER
UNIT

LABOR

TOTAL

MATERIAL

PER
UNIT

TOTAL

TOTAL
COST

1 YEAR RENT

3780

SF.

\$5.50

20,790

1 MONTH RENT

1733

DOCK LEVEL

1

EA

4,500

\$25,290

UTILITIES

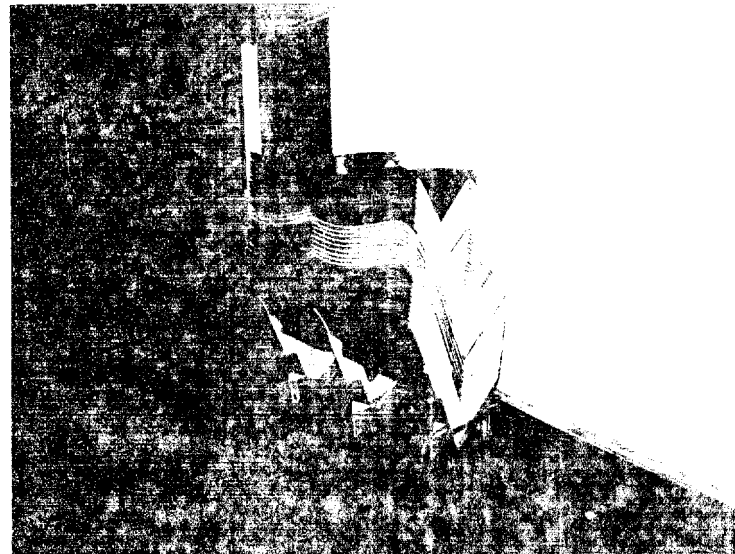
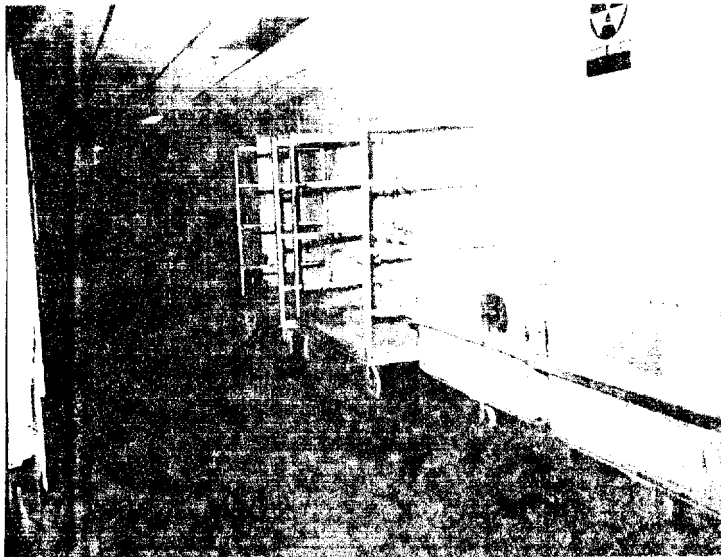
AVAILABLE:

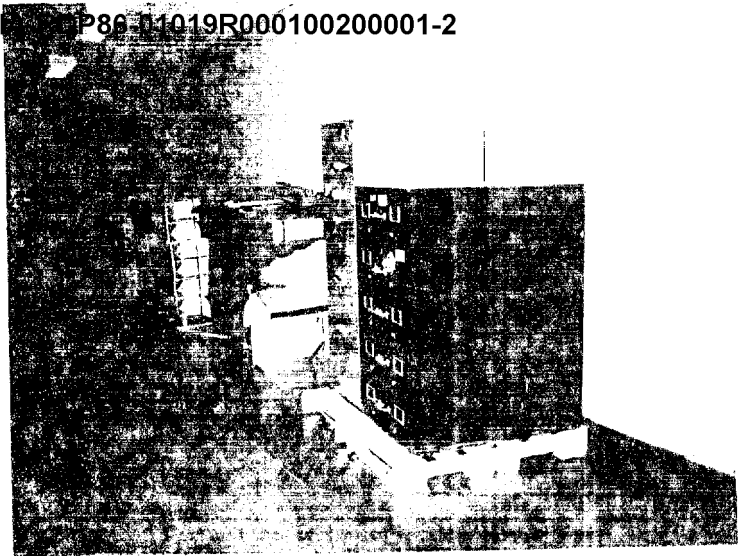
GAS HEAT

ELECTRICITY

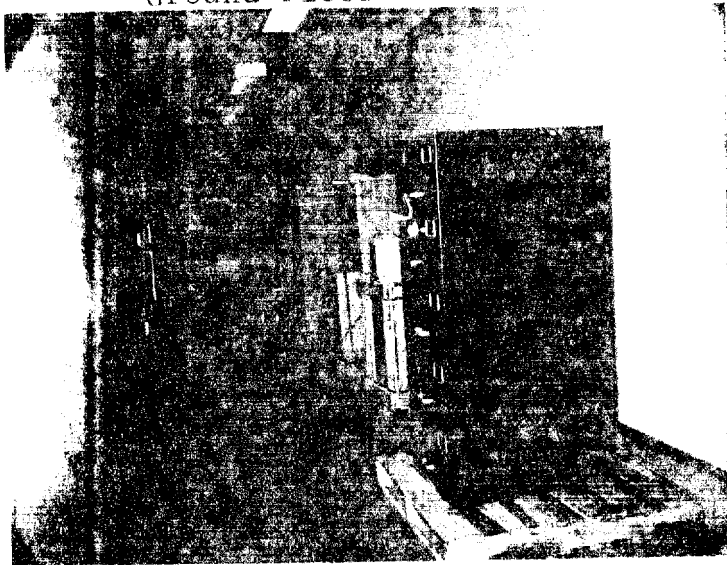
WATER

SEWAGE

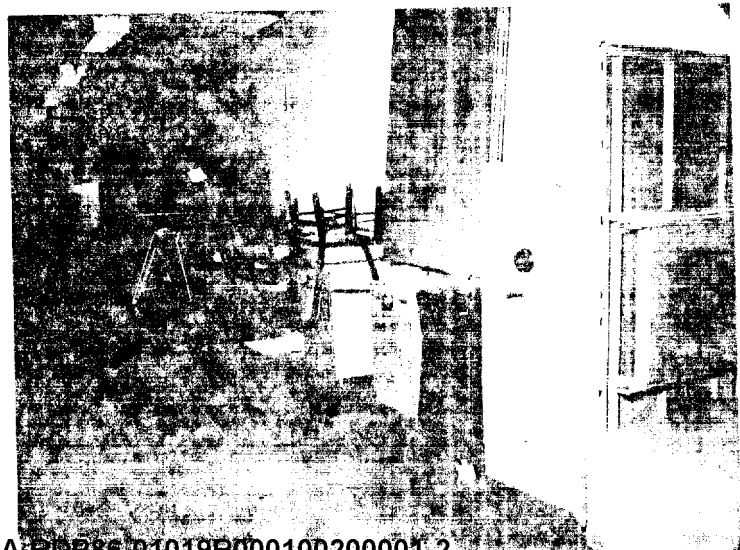
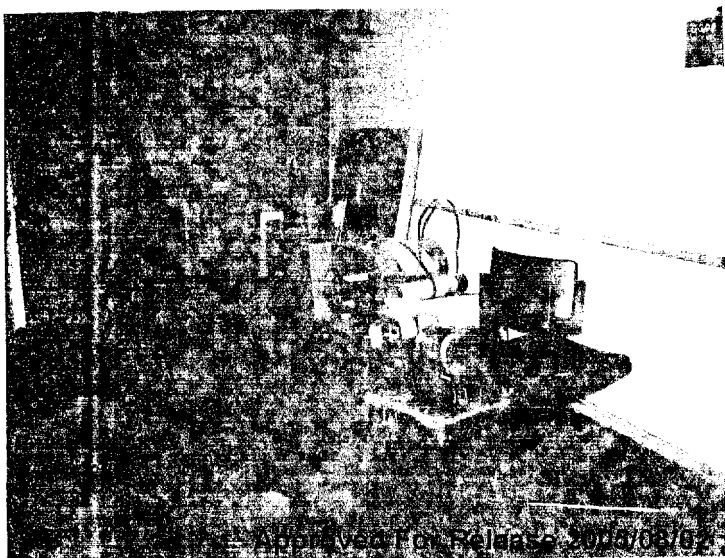
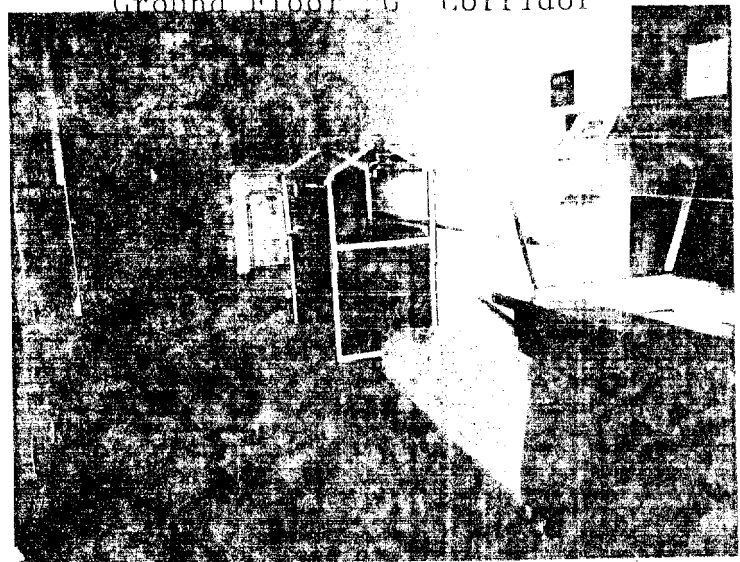


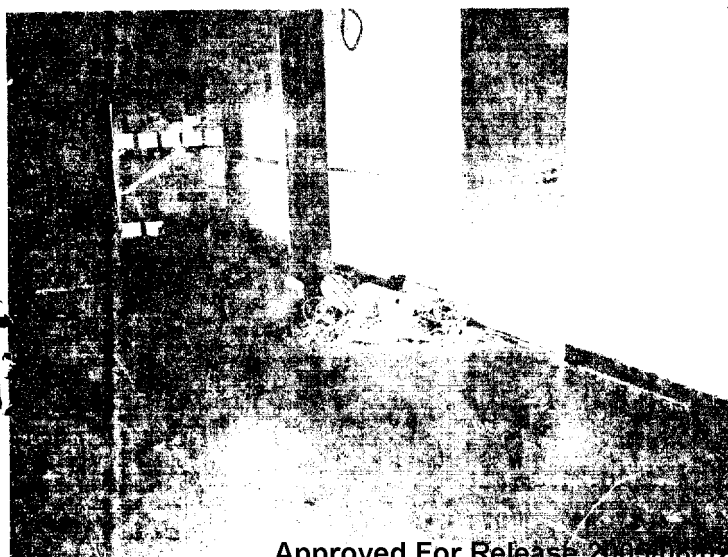
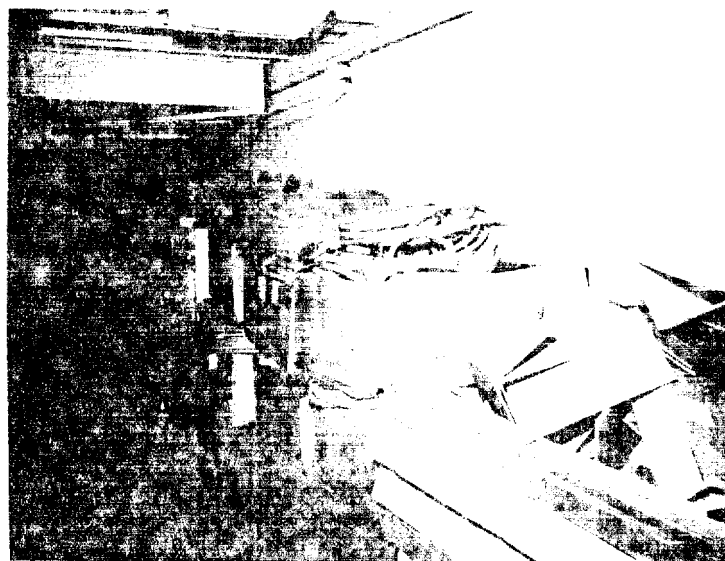
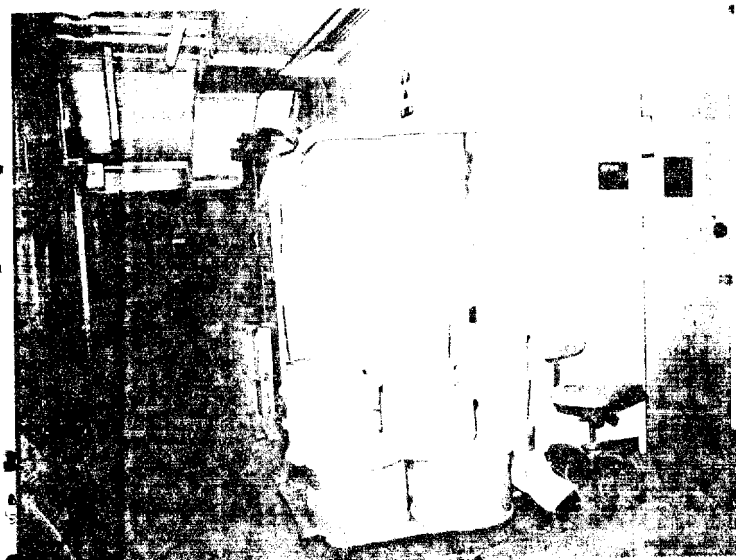
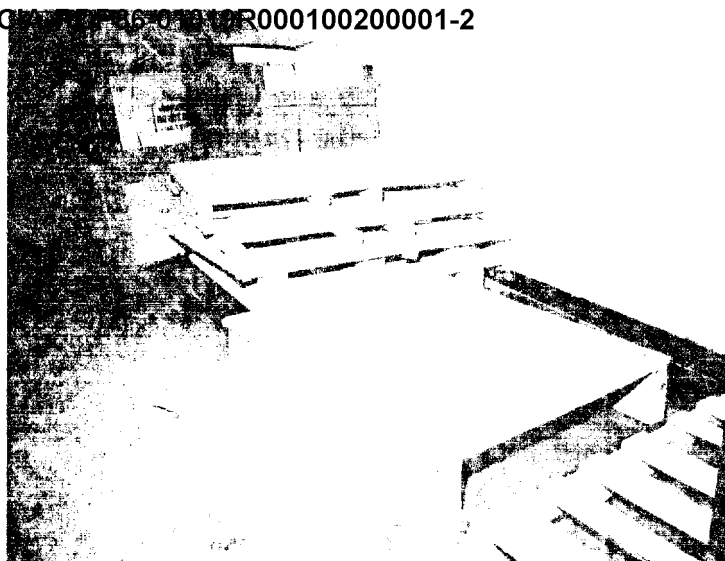


Ground Floor "G" Corridor



Ground Floor "G" Corridor





9 FEB 1982

STAT
STAT

MEMORANDUM FOR: Chief, Real Estate and Construction Division, OL
ATTENTION: [REDACTED]
FROM: [REDACTED]
Chief, Logistics Services Division, OL
SUBJECT: Headquarters Storage Alternatives

1. A review has been made of the material presently dropped in the corridors and stairwells in the Headquarters Building with the goal of attempting to solve this problem.

2. The property seems to fall into the following categories:

(a) PTI property placed in the hall by offices without notifying LSD.

(b) Property excess to the immediate needs of offices other than LSD.

(c) Property ordered for redelivery to offices in the Headquarters area.

(d) Material left over from office renovations, i.e., carpet tiles, filing cabinets, etc.

(e) PTI property properly documented.

3. LSD would have some difficulty in ensuring that material in categories (a) and (b) would never be left in the halls. However, through constant patrolling, working with the logistics officers and expediting removal of property found in such a manner, we can cut down on many of these eyesores.

4. Categories (c), (d) and (e) do present problems which Logistics Services Division can manage to some extent. Some of the ideas will be attempted and may have to undergo many changes before they are totally effective, but nonetheless will be tried.

OL 2 0575a

SUBJECT: Headquarters Storage Alternatives

5. Our initial action, underway at this time, is to totally clean the GJ corridor in the basement and the area around the North Dock. A trailer is to be made available to Building Services Branch and will be filled with PTI material and returned regularly to [REDACTED] Another trailer is parked in the West Parking Lot and will be used for those items required for construction or for operations such as the Watch Office, with redelivery to the appropriate contact officer being made upon demand. Trash, debris and other unusable material will be placed on the trailer for [REDACTED] and placed in a trash container there, placed in the dump truck assigned to the LSD Motor Pool and taken to the landfill or placed in the [REDACTED] dump truck and they will take it to the landfill.

6. Time did not permit an in-depth study of all the material delivered to Headquarters Building and whether or not more frequent or scheduled deliveries would be appropriate. LSD is studying this matter and will make recommendations at a later date. However, the delivery of furniture to the building and its delivery is a serious problem at this time. Our proposal is to work with [REDACTED] and arrange for furniture to be delivered on two specific days during the week, probably Tuesday and Thursday. On these days we will ensure enough manpower is available to complete all of the deliveries the same day.

7. Because of my deep concern for this problem I plan to exert a great deal of effort in this area to get procedures established and make certain that the problem is properly managed.



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AEO/OL WV 1382

EO/OL BW 15

DD/L Jr

D/L J

C/REC 23/10/82 FV

C/LSD follow-up
plc.

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SECRET

Approved For Release 2005/08/02 : CIA-RDP86-01019R000100200001-2

ROUTING AND RECORD SHEET

SUBJECT: (Optional)

Headquarters Storage Alternatives

DD/A Registry

82-0075/2

FROM:

James H. McDonald
Director of Logistics
2C02 [] Building

EXTENSION

NO.

OL 2 0696

DATE

17 February 1982

TO: (Officer designation, room number, and building)

19 FEB 1982 DATE

OFFICER'S INITIALS

COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)

1.

DDA
7D24
HQS

RECEIVED

FORWARDED

2-23

H

Harry,

2.

3.

DDA

2/24

J

4.

5.

D/OL

15 MAR 1982

J

6.

7.

8.

C/RECD

(FYI)

3/18 3/18

KtoZ

9.

C/LSD

(Follow up please)

10.

11.

12.

13.

14.

15.

Attached is the OL study providing recommendations for the elimination of the clutter in the ground-floor corridors of the Headquarters Building. Recommendations are shown on pages 8 and 9, and I recommend that we implement recommendations a, b, and c only at this time. Recommendations d and e would involve construction which should be considered only as a last resort.

[] Chief, Logistics Services Division, OL, has indicated that he has already taken some of the actions and that the hallways are considerably improved. I suggest you may want to contact Bob [] and go "walk about" the ground floor corridors at your convenience.

[]

James H. McDonald

cc: C/LSD/OL, w/att

Jim,
This is a good study. I agree with the recommendations but over to you. There is a great improvement in the corridors.

8 MAR 1982